496 The main line linking the Baltic States to Central Europe is that running from Berlin to Tallinn via Poznan, Tilsit, Siauliai, and Riga. The other important line running north and east, from Warsaw to Leningrad via Grodno and Vilna, is of little real importance to these States, though it passes through Latvian territory via Daugavpils. Connexions with Russia, on the other hand, are good. There are important lines connecting Leningrad with Tallinn and Riga, Moscow with Liepāja via Jelgava, with a branch to Riga, and southern Russia with Liepāja via Minsk, Vilna, and Kaunas, with a branch to Koenigsberg via Kaunas. In general Latvia has, perhaps, the most extensive system, followed by Estonia, while that of Lithuania is poor. Kaunas, in particular, is badly served for a capital city, and Siauliai would seem to be the railway centre of the country.

(4) *Roads*

491 In general the road system taken over from the Russian Empire was,
499 like the railways, poor; and had also been greatly affected by the War. For several months of the year the roads are under snow and, even after the snows have gone, suffer from the effects of the thawing. Much progress has, however, been made since the War in improving the conditions of the metalled road system and in constructing fresh metalled roads. In Estonia, for example, the State has taken over completely the maintenance of the principal roads and has set up a Road Fund for this purpose, its revenue coming from subsidies and certain specific taxes.[1] At the same time the development of motor transport is hindered by the fact that both the vehicles and the fuel must be imported, though Estonia, it is true, can eventually use shale-oil as a substitute for petro-
493 leum. In recent years the import of vehicles has been much encouraged by a lowering of import duties in Estonia and Lithuania. The total number of motor vehicles in 1936 was as follows:

	Estonia	*Latvia*	*Lithuania*
Cars	2,560	2,512	1,338
Lorries	1,620	1,963	387
Omnibuses	245	267	282
Motor-cycles	1,401	2,193	1,116

(5) *Aviation*

●503 No regular passenger or postal services are maintained by these countries. Regular services to the three capital cities are maintained during most of the year by German (*Lufthansa*), Finnish (*Aero O.Y.*), or Polish (*Lot*) lines. Thus Tallinn is connected with Helsinki and Leningrad, while a Polish line maintains a service from Warsaw, and a German line a service from Berlin, to Tallinn and Riga. The German line halts at Kaunas. All three countries were included in the arrangements made by the British General Post Office in the summer of 1937 for the introduction of air mail services from the United Kingdom.

[1] See D.O.T.: *Economic Conditions in Estonia, December 1935*, publ. 1936, p. 25.